

# Welcome Aboard

*USS Enterprise (CVN 65)*



*The first, the finest...*



**Rear Admiral**  
**Walter E. Carter, Jr.**  
**United States Navy**  
**Commander,**  
**Enterprise Strike Group**



*Commander, Carrier Strike Group Twelve (COMCARSTRKGRU 12) serves as Immediate Superior-in-Command (ISIC) for the ships and units assigned to the Carrier Strike Group. Acting as an Operational Commander, COMCARSTRKGRU 12 exercises oversight of unit-level training, integrated training, and readiness for assigned ships and units, as well as maintains administrative functions and material readiness tracking for ships and squadrons assigned to the strike group.*



**Captain**  
**William C. Hamilton, Jr.**  
**United States Navy**  
**Commanding Officer,**  
**USS Enterprise (CVN 65)**



*The commanding officer (CO) is the officer in command of the ship. Typically, the commanding officer has ultimate authority over the unit, and is usually given wide latitude to run the unit as he sees fit, within the bounds of military law. In this respect, commanding officers have significant responsibilities (for example, the use of force, finances, equipment, the Geneva Conventions), duties (to higher authority, mission effectiveness, duty of care to personnel) and powers (for example, discipline and punishment of personnel within certain limits of military law).*



# 50 years of legendary service

**By MC2 (SW) Robert Guerra and  
MC2 (SW) Tracy Whitley**  
USS Enterprise Public Affairs

USS Enterprise (CVN 65), the world's first nuclear-powered aircraft carrier, is preparing for her upcoming 50th birthday celebration amid the bustle of a pierside availability onboard Naval Station Norfolk, Sept. 20. As crew members and shipyard employees work tirelessly to ready the ship for her 22nd deployment, members of the Big 'E' Birthday committee are readying for the upcoming celebration to be held in late November.

On Nov. 25, 1961 the eighth United States ship bearing the name Enterprise was commissioned. During the ceremony, then Secretary of the Navy John B. Connally, Jr., called the ship a worthy successor to the highly decorated seventh Enterprise (CV 6). In his remarks, Connally said Enterprise will reign for a long, long time as "queen of the seas." Retired Master Chief Aviation Boatswain's Mate Jack Kepics was there that historic day and remembers it vividly.

"There was a chilly breeze that blew through the hangar bay as about 3,000 of us stood in ranks shivering in our service dress blues," said Kepics. "Despite the dreary weather, the atmosphere was very festive, and a sense of pride

beamed from every Sailor and officer as we stood and admired the hard work we put into this magnificent warship."

"Big E," as the crew affectionately named her, is the largest aircraft carrier to ever be built. One of a kind, Enterprise stretches 1,123 feet and weighs an astounding 73,858 tons. The only ship to ever house eight nuclear reactors, Enterprise was designed to fight. With her nuclear engineering and advanced hull design, Enterprise can sustain speeds greater than 30 knots. Along with the innovation of nuclear power, Enterprise also featured a phased array radar system. This innovation was designed to provide improved tracking of multiple airborne targets relative to conventional rotating antenna

radars. The early phased arrays are responsible for Enterprise's original square island.

In 1962 the Commanding Officer of Enterprise, Capt. Vincent P. de Poix said, "Propulsion and control characteristics of this ship offer great tactical flexibility ... if a show of force is required, Enterprise can be on distant station in a shorter period of time than any other ship in the fleet."

## ***Queen Of The Seas***

The ship's first mission was to track and measure the flight of Mercury "Friendship 7." Big E's efforts culminated May 5, 1962 when Cmdr. Alan B. Shepard, Jr., became the first American to break the barrier of the Earth's



US Navy Photo



US Navy Photo

atmosphere and ascend 116.5 miles in the Mercury capsule. The Mercury “Friendship 7” mission having achieved suborbital flights, would ultimately go on to be commanded by Marine Corps Colonel John H. Glenn, Jr., who became the first American to orbit the Earth.

In early January of the following year, Enterprise departed her homeport of Norfolk, Va., for a three-month shakedown cruise. Not long after that cruise ended, she was called upon to assist in her first international emergency: the Cuban Missile Crisis.

Former Nuclear Machinist’s Mate 1st Class Ray Godfrey worked in Engineering department and recalls the situation the ship faced.

“We had just returned from a short Mediterranean cruise and were ready to deploy on extremely short notice,” said Godfrey.

Enterprise, along with other ships in the Second Fleet, set up a stringent quarantine of all offensive military equipment under shipment to Cuba, by order of President John F. Kennedy.

“We were sent to aid our nation

because we could control a larger area in the blockade than conventional carriers due to our speed,” said Godfrey.

Luckily, the conflict ended 13 days after it began and the ship was able to return to Norfolk where her crew would prepare for her next call of duty.

On July 31, 1964, Big E steamed the Mediterranean Sea and joined USS Long Beach (CGN 9) and USS Bainbridge (CGN 7) to form Task Force One. Task Force One, was the first nuclear-powered task force and engaged in “Operation Sea Orbit,” a 30,565 mile voyage to show the world the United States’ naval capabilities.

The Big E demonstrated her ability to patrol the seas without the need to replenish or refuel throughout the entirety of the 65-day world tour. Task Force One effectively reestablished United States naval power, first made prominent by President Theodore Roosevelt’s Great White Fleet.

Upon completing the voyage in 1964, Enterprise returned to the Northrop Grumman Newport News Shipyard for her first overhaul

since her commissioning.

In November 1965, upon completion of her overhaul Big E was transferred to Seventh Fleet where she became the first nuclear-powered ship to engage in combat against the North Vietnamese. The ship launched 125 sorties the first day, unleashing 167 tons of bombs and rockets on enemy supply lines. The crew of Enterprise set an incredible record of 165 strike sorties the following day and spent another six months fearlessly continuing the battle before arriving at their new homeport of Alameda, Calif.

On the morning of Jan. 14, 1969, while in the chilly waters of the Pacific, tragedy struck the super carrier when a Zuni rocket accidentally exploded on the flight deck. The ensuing fire and follow-on explosions caused 27 deaths and injured hundreds more. One Sailor can still recall the horrendous events of that day.

“I felt trapped, confined in a dark area without air while the repugnant smell of jet fuel filled my lungs,” said former Aviation Administration 2nd Class Terry L. Cochran, of VA-145. “I remember the ship swaying back and forth after each 500-pound bomb went off; I crawled to the safety of my GQ station hearing ‘General Quarters, General Quarters, Man Your Battle Stations, This is Not a Drill’ sounding over the 1MC. We were all scared but had been trained so well in firefighting that we were able to contain the fire, ultimately saving the ship.”

With 15 destroyed aircraft and several tremendous holes in the flight deck, Enterprise’s brave crew managed to navigate to Pearl Harbor Naval Shipyard for critical repairs. Two short months later, the Big E was ready to set sail and re-

turn to Yankee Station in Vietnam, once more showing her resilience to the world.

Throughout the next decade Enterprise completed several more deployments. On Jan. 15, 1977, the ship departed Subic Bay and set course to the Indian Ocean for the first all-nuclear-powered excursion since 1964. The Big E, joined by the guided missile cruiser USS Long Beach (CGN 9), USS Truxton (CGN 35) and USS Tautog (SSN 639), steamed 64,000 miles and was at sea 164 of her 240 days deployed.

Two years later, Enterprise was ready for her first refitting. She reported to the Puget Sound Naval Shipyard on Jan. 11, 1979 where she was moored at Bremerton, Washington. The Big E was put through her most extensive and highly complex overhaul since her commissioning.

During this time the ship's superstructure was modified, removing the phased array radar system, thus eliminating the unique inverted cone-shaped top section, which previously stood three stories tall. With refurbished berthings, lounges, heads, lighting and ventilation systems, Enterprise emerged from the shipyard 30 months after entering, again ready to rejoin the fleet.

Enterprise departed on her 11th deployment May 30, 1984. The Big E's Western Pacific cruise saw her participate in nine exercises including the Rim of the Pacific Exercise (RIMPAC), the world's largest international maritime exercise. RIMPAC promoted stability in the

Pacific, a key for military readiness in that region. Enterprise would return to her homeport following the exercise on Dec. 20, 1984. She remained in port until May 1985, undergoing an ambitious and highly successful ships restricted availability period.

Throughout that year, Big E went in and out of port conducting training until she was dry docked at Hunters Point, Calif., for hull repairs. It wasn't until January 12, 1986 that she departed for her 12th major deployment.

However, it would be Enterprise's 13th deployment that would make history. In April 1988, Enterprise was assigned to escort reflagged Kuwaiti oil tankers in the Persian Gulf. While stationed in the North Arabian Sea, Enterprise would find herself in the largest U.S. naval battle since the Korean War.

On April 14, 1988, USS Samuel B. Roberts (FFG 58) struck a mine in the Arabian Gulf. It was soon determined that the mine had been

laid by Iran, spawning a retaliatory response by the Enterprise. Operation Praying Mantis involved the destruction of two Iranian offshore oil platforms by naval gunfire. Big E's aircraft engaged three Iranian high speed patrol boats, sinking one and disabling another.

By the end of the day, Iranian naval forces suffered a decisive defeat in which they lost two gun boats, a fast patrol missile boat, a frigate, and another frigate severely damaged. U.S. forces suffered no loss of men or equipment.

## ***A Legendary Reign***

Enterprise left Naval Air Station Alameda, in September 1989 for her 14th overseas deployment. The around-the-world cruise would conclude in Norfolk, Va., bringing her back to her original homeport. In December, Enterprise participated in Operation Classic Resolve, President George H.W. Bush's response to Philippine President Corazon Aquino's request for air



US Navy Photo

support during the rebel coup attempt. The carrier remained on station and conducted flight operations in the waters outside Manila Bay until the situation subsided. In March 1990, she completed a highly successful around-the-world deployment. Big E steamed 43,000 miles making port calls in Hong Kong, Thailand, the Philippine Islands, Singapore, Rio de Janeiro and St. Thomas. In October, Enterprise returned to Newport News for refueling and an overhaul refit.

During the overhaul, Enterprise's length was extended from her original span of 1,101 feet to 1,123, and other improvements were made to extend her service life. In September 1994, the ship emerged from the shipyard for sea trials bigger and faster than ever, logging speeds that surpassed those from her inception.

June 28, 1996, saw Enterprise embark on her 15th overseas deployment taking part in Operation Joint Endeavor and Operation Southern Watch. The carrier enforced no-fly zones over

the war-torn countries of Bosnia and Iraq, serving an integral part in accomplishing both operations mission objectives.

Enterprise relieved USS Dwight D. Eisenhower (CVN 69) on November 23, 1998 in the waters of the Persian Gulf shortly before her involvement in Operation Desert Fox in December of that same year. Operation Desert Fox laid way for the Enterprise battle group to demonstrate its military superiority, destroying Iraqi military targets with more than 300 Tomahawk land attack missiles and 691,000 pounds of ordnance. The onslaught lasted in excess of 70 hours and was aided by USS Gettysburg (CG 64), USS Stout (DDG 55), USS Nicholson (DD 982) and USS Miami (SSN 755).

A new decade brought new challenges for the carrier. While heading home from her 17th overseas deployment in 2001, Enterprise heeded the call following the September 11th attacks. The carrier, acting without orders, did a 180-degree turn, came to flank speed and headed toward

the Arabian Sea, outrunning her escorts to the area.

Big E launched nearly 700 missions and dropped large amounts of ordnance across Afghanistan during a three-week period. Big E's actions resulted in the destruction of Al Qaeda training camps and Taliban military installations, disrupting the use of Afghanistan as a base for terrorist operations.

The carrier once again found herself in the Arabian Gulf from 2003 to 2004, as she provided air support for Operation Iraqi Freedom. Big E's ability to quickly mobilize aircraft was invaluable in aiding the efforts of ground personnel. Big E also participated in Summer Surge 2004, a multinational exercise including naval forces from France, Germany, Italy, Morocco and Spain.

In support of Operation Iraqi Freedom and Operation Enduring Freedom, Enterprise was again on the front lines. Big E operated in 6th and 5th Fleet Areas of Responsibility while in support of both operations.

In 2007 Enterprise became the first U.S. naval vessel to make port in Cannes, France, since the terrorist attacks of Sept. 11, 2001.

Big E Sailors helped strengthen the ties between France and the United States, when the ship was the platform for a landmark event between the French and U.S. navies. On July 23, 2007 Enterprise trapped and launched two of



US Navy Photo

France's multi-role combat fighters, Rafale M aircraft, marking the first time the aircraft had ever landed aboard a U.S. aircraft carrier. Enterprise rejoined the fleet near Iran in August, before returning home from her 20th overseas deployment on Dec. 19, 2007. The Big E once again returned to her birthplace, the Northrop Grumman Newport News Shipyard for a scheduled Extended Docking Selected Restricted Availability in April 2008.

Enterprise departed for her 21st deployment January 13, 2011, steaming east with the ships of the Enterprise Carrier Strike Group to the U.S. 6th Fleet area of responsibility, where the ship conducted theater security cooperation port visits to Lisbon, Portugal and Marmaris, Turkey.

While underway in the Mediterranean Sea, Enterprise hosted international military and civilian guests on board the ship and opened the ship to hundreds of community members while in port. In Lisbon and Marmaris, Sailors and Marines participated in various community relations projects and took advantage of cultural tours offered by the ship's Morale, Welfare and Recreation division.

On Feb. 14, Enterprise transited the Suez Canal, through the Red Sea and into the Gulf of Aden, where Enterprise, the guided-missile cruiser USS Leyte Gulf (CG 55), USS Bulkeley (DDG 84) and USS Sterett (DDG 104) were called to conduct anti-piracy operations following the hijacking of the sailing vessel Quest. During the event, four pirates were killed and the remaining taken into custody.

In March, Enterprise and embarked Carrier Air Wing (CVW)

1 launched their first sorties into Afghanistan in support of Operation Enduring Freedom, while operating in the Arabian Sea.

Following a transit through the Strait of Hormuz, the ship conducted its third port visit to the Kingdom of Bahrain in mid-April. Enterprise remained in the Arabian Gulf through the early May, conducting Operations in support of Operation New Dawn in Iraq.

During this time, Enterprise and USS Leyte Gulf also enjoyed a visit by country music star Toby Keith, who played a live show for thousands of Sailors and Marines aboard each of the ships.

In May, Enterprise returned to the Arabian Sea and conducted another month of OEF operations supporting coalition forces on the ground in Afghanistan, totaling more than 1,450 combat sorties. While on station, Enterprise and Leyte Gulf continued to support counter-piracy and maritime security operations in the Arabian Sea, successfully disrupting nine pirate events.

In her 184 days away from Norfolk, Big E safely steamed nearly 60,000 miles, conducted three anchorages, 10 strait transits, two Suez Canal transits, 28 sea details,



US Navy Photo

and 22 underway replenishment operations. The Air Wing flew 7,764 sorties each mission a success due to the team work of the embarked Sailors and Marines.

## ***Preserving the Legend***

Throughout Enterprise's naval career she has earned many accolades and distinguished herself honorably time and time again. Big E carries the distinction of being the Navy's oldest active combat vessel as well as holding the most recognizable name in naval history. Enterprise is a name that dates back 234 years to 1775, when she was originally a spoil of war. The ship was captured by Continental Army Gen. Benedict Arnold from the British in the waters outside

Quebec, Canada. American forces refit the vessel into a gunship, and named her Enterprise. The Enterprise name would carry on throughout the entirety of U.S. naval history.

But what may be Enterprise's greatest element is her crew's unparalleled drive to succeed and overcome challenges.

"What makes her special is her legacy of Sailors and officers that have gone before her and that make up the Enterprise team," said Enterprise Commanding Officer Capt. Bill "Boomer" Hamilton. "Other ships build legacies but Enterprise is the legend."

"The slogan 'There is Tough, then there is Enterprise Tough' didn't come about by accident" said Enterprise's Chief Engineer, Capt. Mark Metzger. "The ability of Enterprise's Sailors to overcome the challenges of a ship that is a class by itself, and is 50 years old is truly awe-inspiring."

Throughout the past fifty years, it has been the dedication and tenacity of the Sailors that has made Enterprise great.

"What I'm most proud of is the attitudes of this crew," said Hamilton. "My Sailors continue to inspire me. They are the lifeblood that makes Enterprise such a legendary ship."

Even with a pier-side maintenance availability and compressed workup schedule, Big E Sailors continue to ready for the upcoming 22nd deployment.

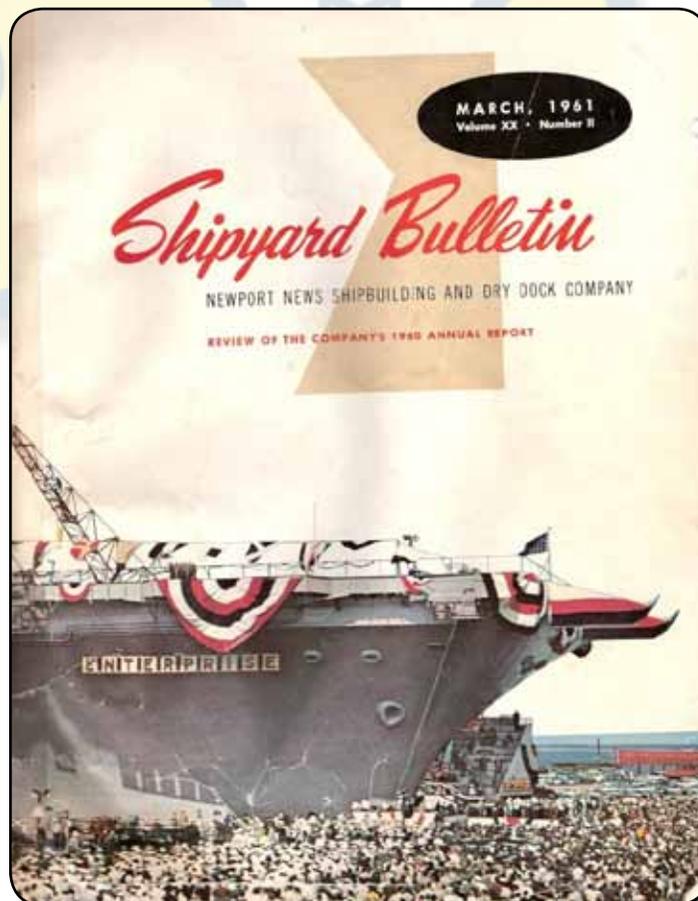
"We owe it to the Navy to be better trained, better focused and in line to get the job done when we pull away from the pier," said Enterprise Executive Officer Capt. Greg Huffman.

"We fulfill our obligations when

we pull out of here with a highly trained crew focused on mission readiness," Huffman added. "[A crew] ready to combat battle damage on the ship, ready to execute operations and to do so better than any other carrier."

This sentiment reaffirms the tradition and level of excellence that Enterprise Sailors have shown throughout the vessel's proud history.

"I know that there is a certain sense of pride being on the Navy's oldest active warship... There is a lot of history behind this vessel," said Huffman. "The reputation of this ship is not based off the metal of the ship, but it's really based off of the mettle that our Sailors bring to the fight every day. The Enterprise legend originates from the strength of her crew." 



### *Big E Mottos*

*"We are legend"*

*"Ready on arrival"*

*"The first, the finest"*

*"Eight reactors, none faster"*

*"A class of her own"*

# Bullseyes:

## Getting around Big 'E'

It's no secret why Enterprise was nicknamed the Big 'E' decades ago - this ship is HUGE! The enormous size of Enterprise may seem intimidating at first, but there is a way to successfully find your way around this ship, plus any other ship you may board in the Fleet, if you understand how to read bullseyes.

Bullseyes, which are located in every compartment aboard every U.S. naval vessel, form a system of detailed compartment designators that indicate your exact position within a ship.

All spaces aboard Enterprise have a four section number and letter designation such as 3-72-01-Q. You will find these markings over doors and hatches, as well as on the bulkheads or walls of the compartment. Additionally, the squares of the bullseyes have photo luminescent paint and will glow if the lights go out. Bullseyes are broken down and deciphered as follows:

The first number indicates the compartment's deck level in relation to the hangar deck, which is

the reference level or maindeck. The hangar bay deck is designated (1). Each deck below the hangar deck is numbered consecutively (2), (3), (4) and so on. Decks above the hangar deck (1), each have a (0) prefix in an ascending numerical order such as (01), (02),

(03), etc.

The highest deck aboard Enterprise is the (011) level, which is also known as 'Vulture's Row'.

The second number in the four

section designation indicates the frame location (front to back) on the ship. The number will be the forward-most frame in the compartment. The frames are numbered consecutively in increasing order, from bow to stern, with about four to five feet between

each frame.

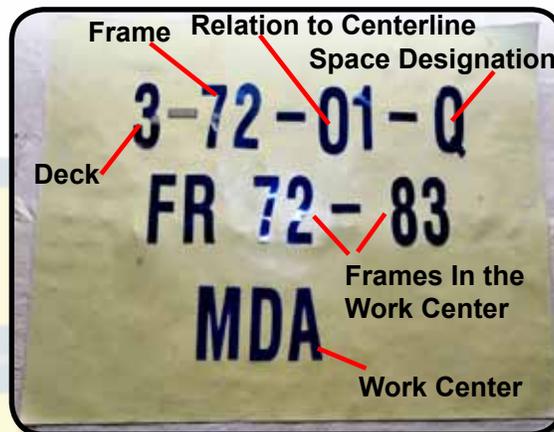
The third number indicates the compartment's position in relation to the ship's centerline (0), an imaginary line running length-

wise down the center of the ship. An odd number means that the compartment is starboard (right) of the centerline, and an even number indicates a compartment is located port (left) of centerline.

Compartment numbers start at centerline and work their way outboard (toward the skin of the ship). On the starboard side, the numbers start centerline with (1) and increase to (3), (5) and onward. The same is true on the port side, which begins with (2) and increases to (4), (6) and so fourth.

The final portion of the designation is a letter indicating the use of the space. The letter (L) is for living spaces, (M) is for magazines, (A) is for storerooms, (E) is for engineering and (Q) is for miscellaneous spaces.

Once you become accustomed to this bullseye numbering system, getting around Big 'E' becomes easier. If you get lost, follow the exit signs directing you to the hangar bay or stop a Sailor and ask for assistance.



## Navy Facts and Terms

### Ship Bells

Before it was common for Sailors to own personal watches, they would tell the time by listening to the ship's bell, which is tolled each hour and half-hour every day.

2400 (Midnight)	8 Bells	0830	1 Bell	1700	2 Bells
0030	1 Bell	0900	2 Bells	1730	3 Bells
0100	2 Bells	0930	3 Bells	1800	4 Bells
0130	3 Bells	1000	4 Bells	1830	5 Bells
0200	4 Bells	1030	5 Bells	1900	6 Bells
0230	5 Bells	1100	6 Bells	1930	7 Bells
0300	6 Bells	1130	7 Bells	2000	8 Bells
0330	7 Bells	1200	8 Bells	2030	1 Bell
0400	8 Bells	1230	1 Bell	2100	2 Bells
0430	1 Bell	1300	2 Bells	2130	3 Bells
0500	2 Bells	1330	3 Bells	2200	4 Bells
0530	3 Bells	1400	4 Bells	2230	5 Bells
0600	4 Bells	1430	5 Bells	2300	6 Bells
0630	5 Bells	1500	6 Bells	2330	7 Bells
0700	6 Bells	1530	7 Bells	2400	8 Bells
0730	7 Bells	1600	8 Bells		
0800	8 Bells	1630	1 Bell		

### Naval Terms to Remember

**Bow:** The front of the ship  
**Bulkhead:** A wall  
**CAT:** Short for catapult, a steam-driven plane launching system  
**CATCC:** Carrier Air Traffic Control Center  
**Cat Walk:** Walkway on the perimeter of the flight deck  
**CDC:** Combat Direction Center  
**CMC:** Command Master Chief, senior enlisted person  
**CO:** Commanding Officer  
**CVN:** Nuclear-Powered, Fixed-Wing Aircraft Carrier  
**Deck:** Floor  
**DESRON:** Destroyer Squadron  
**Galley:** Ship's kitchen  
**Handler:** Controls the movement of all aircraft on the flight deck and hangar bay  
**Head:** Bathroom  
**Island:** The large superstructure on the starboard side of the flight deck from which all operations are controlled

**J-Dial:** The four digit phone number for a compartment on the ship  
**Knots:** Nautical miles per hour  
**LSO:** Landing Signals Officer, controls landing operations from the flight deck  
**NAV Bridge:** The Navigational Bridge (Pilothouse), located on the 010 level, the controlling station for maneuvering the ship  
**Port:** The left side of the ship when facing the bow  
**PRI-FLY:** Primary Flight Control  
**Ready Room:** Rooms assigned to each embarked squadron for pre-flight briefs and squadron administrative work  
**Starboard:** The right side of the ship when facing the bow  
**Stern:** The back end of the ship  
**Wire:** One of four arresting cables used to stop aircraft during carrier landings  
**XO:** Executive Officer

# THE LEGENDARY



The "Big E" Room Museum



Dentist's Office



Carrier Air Traffic Control Center  
(Air Traffic Control)



The "Big E" Diner



Doctor's Office



Police Department

# RY CITY AT SEA



Fire Department

*USS ENTERPRISE is truly a city at sea. "Big E" has everything you would find in a town or any other military installation. On board you will find the Navy equivalent of a museum, dentist office, fire department, air traffic control center, a diner where people can eat and unwind, a printing press, a cafe, a hospital, a police department, a store and a restaurant size kitchen where food is prepared for the entire company and crew of more than 5,000 Sailors and Marines every day.*



The Printing Press ("Kinkos")



Starboard Joe's Cafe ("Starbucks")



Ship's Store



The "Big E" Kitchen

# SHIP STATS

**No. of Compartments:**

**Aircraft Capacity:**

**Flight Deck Area:**

**Hangar Bay Area:**

**No. of Catapults:**

**Catapult Length:**

**Landing Area:**

**Elevators:**

**Crew Size:**

Enterprise

CCSG12

Air Wing

DESRON

Officers

Women

**Meals Daily:**

**Consumption/Day:**

• Gallons of Milk

• Sodas

• Lettuce

• Tomatoes

**Services:**

Store, 2 gyms, 2 barber shops, full-serve and self-service laundry, daily newspaper, religious services, television station with 30 channels

3,500+

72 aircraft

4.5 acres

3.5 acres

4 steam

286 ft

344 ft

4

4,462

2,968

80

1,392

22

431

463

20,000+

350

30,000

1,000 lbs

500 lbs

**Builder:**

**Ordered:**

**Keel Laid:**

**Launched:**

**Commissioned:**

**Maiden Voyage:**

**Original Cost to Build:**

**Horsepower:**

**Top Speed:**

**Length:**

**Extreme Breadth:**

**Height (Keel to Mast):**

**Number of Reactors:**

**Propellers:**

**Rudders:**

**Anchor:**

**Length of Ventilation:**

**Length of Electrical Cables:**

**Number of Designers:**

**Number of Drawings Made:**

**Miles of Blueprints Made:**

**Water Distillation Plant Capacity:**

**Water Displacement:**

Newport News Shipbuilding

and Dry Dock Co., Virginia

November 15, 1957

February 4, 1958

September 24, 1960

November 25, 1961

January 12, 1962

\$451.3 million

More than 200,000

More than 30 knots

1,123 feet

257 feet

250 feet

8 (Lifespan around 20 years)

4 (32 tons each)

4 (35 tons each)

2 (30 tons each)

About 37 miles

About 625 miles

915

16,100

2,400

350,000 gallons daily

95,000 tons

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